CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET
SECURITY INFORMATION

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SUBJECT	1. Railroad Operations in Northeast Korea 2. Korean-Siberian Railroad	DATE DISTR.	29 June 1953
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(FOR KEY SEE REVERSE)

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1. Hyesanjin to Kilchu. A train with one passenger car and six freight cars departs from the Hyesanjin Railroad Station (N 41-24, E 128-10) (DA-3083) at 2000 hours each night for the Kilchu Railroad Station (N 40-57, E 129-10) (EA-2733). A similar train departs from Kilchu at the same time for Hyesanjin where it is hidden in a tunnel at DA-501781 during the day. These trains pass at the Paegam Station (N 41-14, E 128-48) (DA-8364) at approximately 0300 hours. The fare between Hyesanjin and Paegam is 43 North Korean won. The railroad line between the two cities is wide gauge.

2. Paegam to Musan. A train with one passenger car and five freight cars departs from the Paegam Railroad Station at 2030 hours every other night for Musan (N 42-13, E 129-13) (EB-1873). It arrives at Yup'yongdong Station (N 41-48, E 128-52) (DB-8927) between 0300 and 0400 hours the following morning. This train is hidden in Yup'yongdong during the day, then departs for Musan at 2030 hours. It arrives in Musan at 0300 the following morning where it is hidden in a tunnel at EB-158703 during the day. A southbound train from Musan to Paegam passes the northbound train at Yup'yongdong. The railroad line between the two towns is narrow gauge with tracks approximately 80 centimeters apart. The fare between Paegam and

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(Note: Washington Distribution Indicated by "X"; Field Distribution by Separate Routing Instructions)

Yup'yŏngdong is 40 North Korean won, and between Yup'yŏngdong and Musan, 46 North Korean won.

3. Musan to Komusan. A train with one passenger car and three freight cars departs from the Musan Station at 2130 hours each night and arrives at the Komusan Railroad Station (N 42-07, E 129-42) (EB-5862) at 2330 hours. The same train departs from Komusan at 0040 hours the following morning and returns to Musan. The fare between the two cities is 36 North Korean won. The railroad line is wide gauge.

4. Panjuk-tong to Namyang. A train with five passenger cars and one freight car departs from Panjuk-tong Station (N 41-49, E 129-47) (EB-6529) at 2100 hours each night and arrives at the Namyang Station (N 42-57, E 129-51) (EC-6955) between 0300 and 0400 hours the following morning. A similar train departs from Namyang for Panjuk-tong at 2030 hours each night. These trains pass at the Hoeryŏng Station (N 42-27, E 129-44) (EC-6000). The fare between Panjuk-tong and Namyang is 68 North Korean won. Passengers from the Ch'ŏngjin area board the northbound train at Panjuk-tong and passengers coming south from Namyang to Ch'ŏngjin disembark at Panjuk-tong Station.

5. Namyang to Najin. A train including five passenger cars departs from the Namyang Station at 2100 hours each night and arrives at the Najin Station (N 42-15, E 130-17) (FB-0678) at 0500 hours the following morning. A similar train departs from Najin for Namyang at 2100 hours every night. The trains pass at the Kyŏngwŏn Railroad Station (N 42-49, E 130-12) (EC-9841) at approximately 2400 hours. All of the passenger cars are always crowded.

9 February 1953

6. Trains are being operated at night between P'yŏngyang and Sinmak (N 38-25, E 126-13) (BT-5755); between Myohyang-san (N 39-58, E 126-13) (BV-6227), Kujang (N 39-52, E 126-01) (BV-4517), and Kaech'ŏn (N 39-42, E 125-53) (YD-4798).

Prior March 1953[1]

7. Ch'ŏngjin to Najin.[2] Two passenger trains operate between Ch'ŏngjin (EB-6826) and Najin; one departs from Ch'ŏngjin at 2030 hours for Najin and the other departs from Najin for Ch'ŏngjin at 2030 hours. Two new locomotives purchased from Czechoslovakia in June 1952 are used for these trains. Japanese locomotives are used for the freight runs. The fare is 177 North Korean won and tickets are sold with the following priority: military and police personnel, other government employees, and ordinary civilians.

8. Ch'ŏngjin to Najin. During October 1952 the North Korean Government received two locomotives from Czechoslovakia. They have been used on freight runs between Ch'ŏngjin and Najin.[3] Since the end of 1952 they have also been used on passenger trains running over the same line. One passenger train departs from Ch'ŏngjin at 2040 hours, arrives at Namyang at 0500 hours, departs from Namyang at 2100 hours and arrives at Najin at 0600 hours. The other train departs from Najin at 1900 hours, arrives at Namyang at 0300 hours, departs from Namyang at 1750 hours and arrives at Ch'ŏngjin at 0500 hours.

9. Hoeryŏng to Manchuria. A new railroad, between Hoeryŏng (N 42-27, E 129-44) (EC-6000) and point EC-605500 near Tumen (N 42-46, E 130-50) (EC-6954), Manchuria is in use.[4] Approximately one platoon of North Korean army border guards are stationed in the Hoeryŏng area. Since 4 February 1953 two Soviet guards have been stationed at the Hoeryŏng railroad terminal (EC-600002), where they direct and supervise the inspection of North Korean army munitions shipments.

10. Namyang - P'yŏngyang. Train travel between Namyang (EC-6957) and P'yŏngyang (YD-3822) requires six days and truck transportation between the two cities requires approximately 20 days.

11. Namyang - Antung. Rail travel between Namyang and Antung (XE-1842) requires three days.

12. Korean - Siberian Railroad. In August 1949 the construction of the Hongŭi Railroad Line,5 connecting the Hongŭi (N 42-25, E 130-22) (FB-2697) Railroad Station in Korea and Hanulmi (sic) (approximately N 42-25, E 130-38) (FB-355965) in the USSR, was begun. The local population of North Hamgyŏng was mobilized to construct the railroad line which was finished in October 1950 with the completion of the railroad bridge over the Tumen River.6 The railroad yard at Hongŭi has eight sets of track, two of which are 52-inch gauge and the remaining six, 48-inch gauge.7 Two trains make a round trip from Hongŭi to Hanulmi daily between 1900 and 0400 hours. These trains haul an average of 20 loaded freight cars per day. Soviet-made, 52-inch gauge, bituminous coal-burning locomotives are in use between Hongŭi and Hanulmi. The rolling stock is Soviet-made flat cars. The 52-inch gauge and 48-inch gauge tracks are laid parallel in the Hongŭi Station for rapid reloading and transshipment. Freight is reloaded to cars on the 48-inch gauge rails at Hongŭi and transhipped by rail through Namyang, Hoeryŏng, Komusan and Musan as far as Hyesanjin where it is transferred to trucks. Half of the shipment is sent to the eastern front through Kapsan (N 41-05, E 128-17) (DA-4048), Sinhŭng (N 40-11, E 127-33) (CV-7749), Hamhŭng, and Wŏnsan. The remaining freight is sent to the western and central front through Kanggye (N 40-58, E 126-36) (BA-9837) and P'yŏngyang. In June 1952 approximately 500,000 tons of flour were transported over the Hongŭi Line.

25X1 [redacted] Comments

25X1 1. [redacted]
25X1 Although [redacted] includes dates in some instances it is not always possible to determine the exact date of information intended when the present tense is used.

25X1 2. [redacted]

3. [redacted]

4. [redacted] Comment. The rail line into Manchuria is used only at night.

25X1 5. [redacted]

25X1 6. [redacted] Comment. A resident [redacted] who fled south in [redacted] 1950 reported that the bridge across the Tumen River was finished. [redacted]

25X1 7. [redacted] Comment. According to other information available to this office, 60-inch gauge is standard railroad gauge within the USSR, and 56.5-inch gauge is standard within North Korea. Smaller gauges are used only in mining and lumbering areas. It is possible the conversion into feet is incorrect; however, the railroad gauge is given as reported.